

**Interesting from the Fishing Banks—Seizure
of Fishermen—Important British Official
Documents,**
 See *See* *See*

Our thanks are due to Capt. Kearney and Purser Palmer, of the A., for late news.

The intelligence coming from the fishing ground is interesting.

Among the documents furnished us, is an act relative to the fisheries, and for the prevention of illicit trade at Prince Edward Island.

[From the Halifax British North American, July 30.]
THE FISHERIES!—ACTION! ACTION!! ACTION!!!
 Now that the government have determined upon a vigorous and effective protection of the fisheries of British America, the people of these provinces—Nova Scotia in particular—should not be slow to appreciate this mark of attention to their most important commercial and industrial interest.
 We have already noticed that two vessels have been seized and carried into St. John, and we now announce that another has been seized and carried into Prince Edward Island. It is also reported that Captain Crowell has seized another vessel; but the latter is as yet more rumor.

Every town and fishing village should hold public meetings as soon as convenient, and the people, *en masse*, sign memorials, thanking her Majesty for those measures of protection, and praying for a continuance of them. The first move should be made here, in the capital of Nova Scotia.

Let us tell her Majesty, that although the Americans have been permitted to plunder us for many long years, that is no reason why so unnatural a system should continue. Let the merchants move at once. Now is the time—now or never.

three sail of American vessels, manned by thirty thousand men, and the capital invested is stated at \$12,000,000. Up to the present period the Americans have enjoyed unlimited privileges on our shores, and have been enabled to secure for themselves our exertions to obtain reciprocal trade with our natural customers—the Americans; but while our reasonable requests have been respectfully entertained, and our just demands have been promptly conceded, the same courtesy has not been shown to our fishermen. Under these circumstances, it would be unreasonable to demand in existence did we not turn round and protect ourselves. In doing so, we shall teach both the mother country and the United States a wholesome lesson. The colonies of British North America are a "humble" nation, but they are not the authorities at home overawed by foreign governments. The question of the fisheries is purely an internal matter, and must be dealt with irrespective of the peculiar relations between England and the colonies. The colonies are not a part of the empire, and must be treated as such. They are not to be tampered with to be further subjected to the wrong and caprice of a British minister, who may, if he choose, make laws for the convenience of railroad companies, or for the extension of railways, or for the better cultivation of the soil, or for any other purpose. What the colonies require is full and fair reciprocity; and, until this reasonable request is granted, we shall go in for the most stringent protection for our fisheries that our financial condition warrants.

produce, and colonial built ships into their ports, and to surrender the privileges highly desired by the inhabitants of Nova Scotia. The merchants and settlers, who send annually about three thousand sail to fish on our waters, while they adhere to their restrictive tariff and heavy, if not prohibitory duties, would be unwise and impolitic. The better policy would be to open our ports to the vessels of the United States, in trade with the United States, to be enforced strictly our legitimate rights, and to compel the Americans to keep within their prescribed limits, and not maraud on the vast waters of the ground ought not to be yielded unless it be paid for with reciprocal concessions. His Excellency, in this despatch, has most ably vindicated the rights, not of the people of P. E. Island only, but of the whole of the British Empire. His Majesty's services will be duly appreciated and respected by them. Steamboats to protect our fisheries from spoliation have been repeatedly applied for, and for years past by the Executives of Nova Scotia and New Brunswick, and have been refused by the Government of Canada; and to His Excellency, for the first time, a favorable reply has been given. The loss of the visit of the war steamship *Devastation* to the northern shores of the Island, created a great commotion among the people, and has now been happily put off to sea. The last reports from that quarter are cheering, and say that our own and the Nova Scotia fishermen, who can lay in shore, rejoice in a more abundant catch. It will be gratifying also to our people to hear that the Government of Canada has advised Her Majesty to give the royal assent to the bill passed by our Legislature, providing bounties and premiums for the encouragement of the fisheries; while a similar bill, passed in the Brunswick Legislature, has been referred to the Council, one of the most violent debates which has lately occurred in any Colonial Assembly. Such, then, is the benefit of having our affairs superintended by a Governor of talent and business habits—once a member of the Legislature, and now a member of the Executive, in terms with the leading statesmen of the day. We publish these remarks with no offensive spirit—it will of course be hailed by our friends as a trophy to the administration; but we must argue that partly consideration of the rights of our people, and partly that men of our party will unite in advocating a line of policy so well calculated to promote the general interests.

3. In so far as this colony is concerned, the question of the fisheries has now become one, which, if left much longer in its present unsettled state, may be attended with some serious consequences, when

they are least expected. Several of the masters of the few vessels belonging to British subjects from the United States, who have been in the Gulf of Mexico season, have already complained to me of the Americans setting the treaty at defiance, and obstructing them on the best fishing grounds, some of them stating that they are overhauled by numbers, and that they would not be able to make a single haul, "and" claiming protection from me; while to the inhabitants of the colony generally, the United States fishermen are welcome visitors, frequently purchasing their agricultural produce; and they would be glad to see the United States vessels come along our coast, and curing them of cancer, believing that agricultural produce would thereby be enhanced in value, capital introduced by the Americans, fishing stations erected, suits

5 It must be a long time ere the colonists can find a proper class of men, numerous enough to prosecute the fisheries on the same system of sharing as the Americans carry on with great success. Last year, the Assembly voted a small sum for premiums, to encourage the fisheries; five or six schooners were fitted out for that purpose. They were tolerably successful, and I hope they will increase, but even should they do so to a much greater extent than I anticipate, it would not alter my opinion as to the desirableness of endeavoring, if possible, to make some amicable arrangement with the United States government in regard to the Convention of 1818. I have no objection to the Convention of 1818. I have no objection to the Convention of 1818.

7. Your lordship will have some idea of the magnitude of the American fleet of fishermen, when I inform you that about the latter end of September 250 United States schooners came into Malpelo, on the Pacific coast, and were there for some time. They were well equipped, averaging from 60 to 110 tons, and their crews consist of from 10 to 12 men each. About 1,500 of them landed at Princetown, and attended to an agricultural show there; they behaved as well and peaceably as so many sailors congregated together could be expected to do; but this will not always be the case, and the United States government would do well to be on their guard, as they are so bold so cheap; they are under no control, and as they daily infringe the treaty, by fishing close to shore, the U. S. government cannot be expected to send one of their cruisers to enforce it, and otherwise to keep the peace among them. Should any quarrel arise in this place, which from many accidental causes is not improbable, the interests of this colony would be placed in a delicate position with the subjects of a foreign, yet friendly State.

understand, fit out protecting vessels at their own expense; they justly attach great importance to the fisheries of the island, and are not disposed to diminish the number of men employed in it; but P. E. Island is very differently situated, having neither capital or labor at stake, both of which they think would be secured to them by an abrogation of the treaty. The Emperor would then be obliged to furnish the vessels, and the Emperor's Government would, however, consider that the protection of the fisheries around this island might be of use to the U. S. government to come to an amicable arrangement, the experiment would be well worth trying by the employment of a few local men, and a few American fishermen, and if the experiment should be successful, the present, undisturbed, profitable, and increasing trade, are a numerous body, and might prove too strong for their ship building countrymen and other interests, which are opposed to concessions

30. The enclosed letter from the United States Consul at Pictou, I send for your lordship's perusal. It contains a full and accurate account of the construction which is now put by the British Government on the Convention of 1818, viz.—That the three miles distance from the shore is to be computed from the head lands, and not the bays; and that if unfortunate countrymen have been three miles from the shore, they are not to be considered as having been within the three miles distance of which he refers, they would have easily rounded the Island, and run to the lee side of it in safety. The crews that were saved, upwards of 300, have been sent home at the expense of the United States Government, and the enclosed is an extract from the annexed extract from a Massachusetts paper, that they were sensible of the hospitality that they met with from the Islanders.

31. In conclusion, I hope that the importance of the subject to which I have referred, and your lordship's attention, will plead my excuse for the length of this despatch. I shall be glad to hear from your lordship on the subject to which it relates.

I have the honor to remain, my lord, faithfully your lordship's obedient servant,

A. BANERJEE.

"In regard to bounties, the United States government pay large ones; and, as I stated to the Assembly, we have no business to complain of whatever policy that government may consider: most conducive to the interests of their subjects. But I am not in favor of such a policy, and I am not disposed to impose a tax on the whole community to benefit one particular class; for a trade, requiring a bounty, (I mean a continued one,) will turn out to be a fictitious one. Our neighbors and the French government have got out of the habit of such a policy, the business of ours. The act of the Assembly of this island, passed in 1801, only lasts for three years. I understood it to be merely an encouragement by the Legislature to give premiums, as they very properly do, for improvements in agriculture to another important branch of the national industry. But I am sure that should the collectors find out, that they are sure to do—before the expiry of the act, that its provisions will be a considerable drain on their limited manures, they will themselves remedy the evil—in my opinion the best remedy that can be applied in the present state of the Edward Islands, is to let the fisheries, and most which have troubled your lordship so much, I have no hesitation in saying, that were I the sole proprietor of this island, and looking to the question as one invading my own interests, and not as a national one, I would not only have brought the proprietors of 1801, and graciously and permit me to say, to the American fishermen to enjoy their shares, to carry on their trade, and make the best arrangement I could with them. But this cannot be done at present; and I would far hope the question may be accomplished, nothing, I think, would tend more to cement amity and friendship with Great Britain and the United States."

verment; and we beg again to approach the foot of the throne on the subject of our joint address forwarded to Great Britain so long ago as the year 1841, praying for an abrogation or relaxation of the treaty of 1818, with the United States government, as concerns the fisheries surrounding this island. This address, as we were informed by your Majesty's colonial minister, was most graciously received by your Majesty, and, we were told, would receive the earnest consideration of your Majesty's

Y. Majesty's representative, the Lieutenant Governor of this island, in the late fishing season, and the opportunity of personally witnessing hundreds of fishing vessels, belonging to the United States, standing on our shores and frequenting our harbors, in direct contravention of the treaty of 1818.

His Excellency has not the means of preventing an intrusion detrimental to our best interests—the single vessel of the Majesty fleet, usually employed in this duty, being inadequate to the extensive service required by her.

The citizens of the United States have an advantage over the subjects of your Majesty in this

change of certain enumerated articles; notwithstanding which offers, our fish and agricultural produce—for which latter there is an extensive demand in the Northern States of the American Union—remain subject to high duties.

Our navigation laws have been so relaxed, that foreign built vessels, owned by British subjects, may obtain British registers, a concession from which the citizens of the United States have very recently derived great advantages, by the sale of their vessels, stranded on the shores of this island, during the disastrous gale of last autumn, no reciprocal advantage is offered to us, which, if obtained, would be of immense importance to the builders of ships and fishing vessels in this

spirit of the treaty of 1818, and that your Majesty will be most graciously pleased to take the premises into your favorable consideration, and cause to be removed the restrictions of the treaty of 1818 prohibiting American citizens from fishing within certain prescribed limits of the coast of the British North American government admit articles, the growth or production of this island, into the United States, duty free, in accordance with the act of the General Assembly of this island, passed in the twelfth year of the reign of your Majesty, and to act so as to authorize free trade with the United States of America in certain enumerated articles, including fish, also vessels built on this island to American registry." And as in duty bound, we shall ever pray.

TELEGRAPHIC

The schooner Union, reported yesterday as seized, was taken in the Gulf of St. Lawrence by the Telegraph, tender to H. M. steamship Devastation.

The *New Brunswick* thinks that when the people of America understand the matter better, they will have but little cause of complaint. It considers that the reported terms of the new reciprocity bill are too favorable to the Americans.

The St. John *Courier* again explicitly declares that there is no intention to enforce the headland to headland part of the fishing treaty, nor to demand reciprocal free trade as the price of arranging the question.

Maine Politics—The Temperance Law—Maine sure for
Pierce—The Congressional Districts—Messrs. Evans and
Webster, and alleged Cause of their Quarrel—The Fish-

members of their own party who will vote for that gentleman, and I have no doubt that he will be elected for his action in behalf of the temperance law. They also leave out of their calculations all the free soles, many of whom will support Gov. Hubbard, because of the so-called "rummies." What between temperance and free colles I should not be surprised if he were elected. I have no doubt that he will be elected to the net. The nomination of Mr. Chandler will rather aid the democrats than hurt them. It will cause thousands of votes to be cast for him, which he will have to give, but for such nomination, have received. The vote which is pretty well understood here, and ought to be out of the State, so as to prevent unpunctuated individuals from coming in and voting for him, is for Mr. Sumner of Maine, which he is just as sure of doing as he is of being successful in New Hampshire. If General Scott's prospects are bright, it is not so in Maine. He will be elected as General Pierce's aid in Maine, his friend might venture to come down pretty liberally there in his behalf. The vote for President King, in November, will be equal to the vote for General Pierce, and the vote for Mr. Sumner will be larger. The supporters of Mr. Chandler are no less earnest in their support of Gen. Pierce than are his friends in the State of Maine. I have no doubt that the friends of the Presidential election, as Mr. Grimes says, "I'll eat my head." If the event should in all respects justify what I here say, the friends of the Scott party will have to be satisfied with their placing of Mr. Sumner. They shall be able to make out of the run question in Maine. In Massachusetts it may be of some use to them: here it will be of no use to them. I have no doubt that they will be down, or whatever may be said, the blindest, and the

It is supposed that Mr. PIKE (the "J. S. P." of Greeley's *Tribune*) might make a run there, on the whig side, as he would receive all the abolition support, and is rather

popular than ever. In the Fifth, or Kennebec district the Whigs have a heavy majority, and there are no less than six or seven on the ticket. It is to meet on the third of August, will nominate either Mr. Evans, or Mr. Fiske of Hallowell, and a nomination is the same thing as an election. Mr. Evans is the head of the opposition on every point, and is the man who broke the tide against the Webster party in the Baltimore convention, and who probably did as much as any man to bring about the nomination of Mr. Sumner. Massachusetts statesman. The friends of Mr. Webster have assailed him very harshly for this, and have attributed his conduct to his disappointment as an office-seeker, and to his desire to get the place on the ticket. He is determined to do the place on the Supreme Bench made vacant by the death of Judge Woodbury, and other pleasant things which he asked for. Mr. Evans's friends are not so ready to believe that he has broken the back of the branch between two eminent men, who were once sworn allies, is all owing to Mr. Webster himself, and originated in circumstances as creditable to him as to his opponent. He is a man of honor, and it seems that when Mr. Evans was acting as one of the Mexican Commissioners the Secretary of State undertook to dictate to him the line of conduct he should pursue, telling him that he was to be a man of peace, and to have no reference to their justice, and what he must not press. Mr. Evans being somewhat under the domination of the idea of peace, and not exactly relying dictation in any manner, he was told all that he should do, and he was made to suffer, if he should act blindly, not only objected to being made a tool, but positively refused to obey the Secretary's instructions. Hence the rupture, and the result was that Mr. Evans was made a martyr, which by no means truer—merely telling you the tale as it was told to me; but there is nothing intrinsically improbable in the story, and the animosity between the gentlemen will probably produce a result, which is more than democratic decisions on a local subject, though it is not likely that either party will be much affected by the result. The Whigs are not likely to have any great influence with the Scott administration should it ever be formed, and this gives to him a great number of

some of the districts, it is proper to say that they are founded on local affairs, and have nothing whatever to do with national politics. How much soever the democrats of Maine may differ upon questions relating to themselves, it is certain that they are united in the support of General Pierce, who will have one of the largest popular votes ever thrown in the State. The idea that General Scott is especially popular here is not well founded. He never had any chance of our vote, and there is nothing in the present condition of the whig party that would warrant the belief that they are about to accomplish any thing here in 1852.

The fishery troubles have made considerable feeling in Maine. Yet a lot of our people would be glad to see the trout and salmon fishing word of war between the two border countries, is warlike—has more feeling against England than most parts of the Union. The opinion would be prevalent, that the fishery war should be fought to order, and control American affairs without regard to English interests, and if the fisheries are not American, what can be so? England would seem to have attacked us first, and we should defend ourselves. As to the subject, which is as sensible a one, to my mind, as that of allowing a great interest to be ever dependent upon the chances of foreign design, men having wise men at the head of the government. I have seen many rash men either express regret at the probable defeat of the Derby ministry in the late elections, or that we should make little of the matter, and that it would be an inevitable occurrence, and which never would interfere entered upon this now.

CASTLE

The unwanted bustle and confusion which, for the last few days, completely interrupted the session of

bring themselves on the convents and monasteries. With this exception, that here they were willing to pay for what accommodation they could get—and well they had to pay for everything. The barons must have made, in the four days, (Sunday and Wednesday inclusive), more than on ordinary occasions they would do for the whole season. Charging double prices for everything, and even then the supply not equal to the demand, the barons at about 1000 l. (Cantuar and Fells told me) were "rejoiced with an exceeding great joy" at the departure of the Goths and Vandals who came, ruthlessly, to disturb their classic equanimity, crowd up the cliffs, and sweep away the venerable ruins. Those at the Clifton do not feel the change so much, as they were not so much affected by the incursion. I put up at the latter house, but felt rather uncomfortable in the morning, owing to the proximity of the torrid establishment, but that was all over the river after ten in the evening, on account of the miserable contemptible policy pursued by the proprietors of the ferry. But of this, more in

army, and with layers of wood a funeral pyre was built, and the bodies of all burnt together. And years afterwards, an old British sergeant used to tell me that he had seen the bones of the slain, and the remnants of the charcoal strewn about. The sergeant has joined his old comrades. The dust and sand from the road have obliterated all trace of the charcoal, and the village children play around, unconscious that the scene of their infantile mirth has been, years ago, the scene of human holocausts, offered upon the smoke of a common fire.

It was on the battle, which the whig party of the country had resolved to celebrate in honor of General Scott, who bore a distinguished part in it. But the *renue* had to be laid in another territory, and among a people differing in political sentiments and government from that which occupies the neighborhood of the field of Lund's Lane. The spot chosen was a hill, six miles from Lund's Lane, in the immediate vicinity of the village and fall. Two platforms were erected for the speakers, and various

This was the character of both days' proceedings, if I do not except the evening convention of Tuesday, which certainly did present objects of interest. You entered the crowd through a labyrinth of stanchions and ropes, and were soon surrounded by heat and ice cream was put in requisition to cool the throat of burning eloquence. Further in the grove you passed large camp fires with some drunken

They were very long, at the same time that they seemed to be paying attention to the eloquent speech of the speaker. The moon was shining brightly up here and there, and the moon shedding her silver light down through the openings of the trees then clasp in a hundred Indian girls with bloomer suits, scattered in groups, and you will have conceived something like the picturesque scene of Tuesday evening.

About the termination of the proceedings on Wednesday afternoon, the want of orators during the day had reduced the attendance to one or two hundred. A few countrymen still kept coming at intervals, and the speaker was obliged to ask no one else was attending to him. We then proceeded to an excited and apparently insane manner, with his hand to his hat, somewhat in the style of a military salute. His manner amused the boys and girls more than anything the orator could say or do. The speaker then made a few remarks on the platform, and as the benches were empty, we beckoned him to a seat. We then found he wanted to make a speech, or read a letter, which he held in his hand, addressed to Governor Horace Greely. The chairman desired him not to read, as he could not read very distinctly, so, as he said his communication was very important, he gave it to me to publish. After the convention was declared terminated, he got up and addressing the people, said, "Ladies and gentlemen: you all want to know who I am. Well, then, permit me to tell you that I am William Allen Miller, of Ammon, whose deeds are recorded in the scripture. Well, then, I am that identical cursed old ruffian." So saying, he ducked his head, slapped on his hat with the air of a man who had just performed some prodigy of self-control, and strutted off the platform

swept from its foundation that portion of the Northumberland bridge spanning the river from the island to the Sunbury shore. The bridge now lies crushed in a mass of ruins, above the piers. Mr. Krum, who resides on the Grant farm at the eastern end of the bridge, had just driven off with a four horse team, and by the time he reached his barn, about 20 yards distant, he saw the whole structure raised up and hurled into the river.—*Sunday American, July 31.*

TEXAS CRITICS.—Ladie Combs has published a card in the Washington papers, in which she protests against any change or modification of the act of Congress, donating ten millions of dollars to Texas to pay for the expenses of the war. Her protest is not only entirely unnecessary, but also entirely unwarranted. There are no special provisions provided for, inasmuch as Texas has subjected him and others to the penalty of repudiation, as was manifestly by reference to her legislation on the subject.

DEATH OF AN OLD DEPENDER.—Mr. George A. Cook, a well known and highly respectable citizen of Baltimore, died in this city on Saturday morning at the advanced age of seventy-seven years. He was one of the few survivors of that gallant band who defended our city during the late war, and he had been twice a member of the Fifth Regiment at the time of the late battle of North Point.—*Baltimore American*, Aug. 2.

Dear Sir—I have been an attentive observer of the steam engine for nearly fifty years. Like other men who rejoice in new light and knowledge of all good things, I have felt that high pride which human progress gives to man. I have examined

falling of materials, but no loss of the boat—no fire, no scalding, can well occur; and should the boat spring leak, the tank, being water tight, will sustain the water, so that the boat will not sink. In all cases of fire, however, it has to be noted that the bottom of the tanks are never damaged, while the strongest timbers of the decks are broken like straws. Fire could not reach the boat, out of the tank, for there is a layer of ready combustibles there.

Let every steamboat traveller put his hand on the wood work next the boiler or smoke-pipe, &c., and he will find it commonly too hot to bear. If there are knots in the boards, he will see the turpentine oiled in the holes, and the knots will be fastened and soldered together, have been put between the wood work and fire works, he will often see the plates unsoldered by the heat.

Can we not see our senses? Can it be that there are more such awful burnings reserved for our wives and daughters, as that of the Henry Clay? Our character is at stake before the whole world. Not only are we beginning to be charged with a trifling sin, but we are being charged with a great one, and our self-satisfaction infinitely more—that is, want of sense.

M.

COMMERCIAL AFFAIRS

We have repeatedly cautioned the public against the lobbies which have appeared under the name of mining companies, and which have sought, without intrinsic merit of their own, to establish a current value on nothing but similarity of name and object, with those which time has proved to be sound and meritorious. As far as we have yet ascertained, the New Jersey Zinc Company is the only one possessing the reality of valuable mines and expeditious and economical modes of working them; yet we find new candidates for public favor pressing their claims under cover of the success of this company, with which they have no one point in common. It needs only a reference to the stock list for the last three days, to prove that these mushroom projects can fade with the same rapidity with which they rise.

The annexed statement exhibits the value of merchandise and specie imported into this port during the month of July in each of the past two years—

COMMERCE OF THE PORT OF NEW YORK—JULY IMPORTS

Specie.....	81,143	150,967	inc.	68,924
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during the first seven months of the past two years, were as annexed:—

Imports and Exports of the Port of New York.	1851.	1852.	1853.
Foreign months.			
Imports	\$85,547 000	\$74,084,722	\$11,402,775
Exports	\$6,382,340	\$9,904,195	\$3,388,188

Excess of imports . . . \$32,164,654

\$50,900,564

\$8,014,587

The difference in the balance against us in the foreign trade of this port, during the first seven months of 1852, compared with the same period in 1851, was only \$2,074,000. It appears by this that both the import and export trade of this port, during the first seven months of 1852, being the excess of imports upwards of two millions of dollars less than on the first of August 1851. This is not such a favorable exhibit as we furnished at the close of the month of June. The difference in the value of exports from this port this year, compared with those for the same period last, has been almost entirely in specie. In 1851 up to August first, the value of specie exported was \$2,677,085. This year, to the same date, the value was \$2,055,000, or a difference of \$622,085, which corresponds very nearly with the total decrease in exports as shown in the above table.

The City Fire Insurance Company have declared a semi-annual dividend of ten dollars per share; the Citizens' Bank, four per cent.; the N. Y. Life and Trust

The arrivals at the port of Quebec to the 30th of July, inclusive, this year, were 537, tonnage 229,153. Last year, arrivals 783, tonnage 305,308. Less this year, arrivals 196, tonnage 70,118.

The following questions and queries relative to defunct banking institutions generally and the North American Trust and Banking Company particularly, may be interesting to certain parties, who have recently purchased that stock, in anticipation of another division. Speculators in the class of stocks in Wall street, seem to care little for the doubts and uncertainties which from time to time arise relative to the legality or validity of the transactions. They go in for a profit. If they are

2d. In the case, for example, of the North American Trust and Banking Company, nearly all the stock subscribed was paid for in bonds and mortgages by the members of the company. The bonds and mortgages remained in the hands of the company until they were sold, and at the time the company was organized, consequently all the stock transferred afterwards by these subscribers would be liable for any deficiency of payment of these bonds and mortgages—in other words, there would be no way to pay the receiver of said indebtedness against such stock thus transferred, if the first inquiry is answered affirmatively.

3d. Chancellor Walworth, when in office, refused to allow the transfer of this stock, perhaps with the view of preventing its conversion into money.

4d. It is very probable that the stock now appears the richer than it ever was made, and that the law applies the rich to the poor.

ingapore to the Railway Department of the Board of Trade, the number of passengers travelling by rail in Great Britain and Wales in 1901 amounted to 28,514,435, reached 70,471,179 in 1901, showing an increase of 20 per cent, while the receipts from those passengers rose from £2,588,603 to £2,952,612, being an increase of 14 per cent. The mean length of railway upon which this traffic was conducted had increased in the same period only 0.6 per cent. It appears that in the preceding years the returns of traffic have been prepared, the average number of passengers per mile of railway in England and Wales had been 21 per cent, below the average for the same time of last year; and that while the average number of passengers has increased annually 11.02 per cent, the receipts from passengers have increased 6.4 per cent. Hence, it would appear that although the railway communications in England and Wales have in the past year, increased at a rate much below the average, (being about one-third), the number of passengers has increased at a rate nearly amounting to double the average, and the receipts from passengers derived from them at nearly three times the ordinary rate of increase. The number of passengers per

hiving itself from 1,634,414 to \$606,693, or 7.8 per cent. In England, 1914-1915, the receipts for goods have risen from £2,380,771 to £2,599,474, or 9.2 per cent. In Scotland, from £271,176 to £254,065, or 12.1 per cent. In the United States, from \$174,956 to \$189,459, or 13.4 per cent. The general results of traffic over all the railways in the United Kingdom show that the aggregate number of passengers conveyed in 1850 amounted to 72,564,422; in 1851, to 85,391,065; being an increase of 12,526,643, or 17.2 per cent. The gross receipts from passengers in 1850 amounted to £46,827,761; in 1851, to £7,940,764—showing an increase of £11,114,003, or 36.3 per cent. The gross sum received for the transport of goods amounted, in 1850, to £6,376,567, and in 1851, to £7,656,098—showing an increase of £2,079,581, or 10.6 per cent. The gross revenue from the railways, arising from transport of all descriptions, in 1850, amounted to £13,204,668, in 1851, to £14,997,426—showing an increase of £1,792,758, or 13.5 per cent.

1000 U S 6's '65.....	117 $\frac{3}{4}$	300 N J Zinc.....	13
2000 U S 6's '56.....	107 $\frac{3}{4}$	100 Edgew'ith Land Co..	6 $\frac{1}{2}$

CITY TRADE REPORT.

NAVAL STORES.—The only sales reported to day, were of 159 bbls. spirits turpentine, in lots, at 37½ a 38 cts. cash; and 45 bbls. common rosin, at \$1.40.

SPRINGFIELD—Have been 100 boxes cattle purchased, at \$4.75 per lb., 4 months.

SPIRITS—Sales were made of 600 bls. Ohio and prison whiskey, at 21½ and 21½c. cash, with 40 bls. drugs done, at 22c. time, 8c.

STOCKS—The market was in brisk request, and 900 bls. were sold, at 4½ to 5½c. per lb., usual eroid. The stock on hand last evening amounted to 50,000 hhdns., 22,400 do. corn, 8,665 bls. whisky, and 9,560 do. brand.

TALLOW.—But 8,000 lbs. prime charged again, at 8½; a 8½c. per lb., 4 months.

REMARKS OF PRODUCER.

BY NORTH RIVER RAILROAD.—29,111 bushels wheat; 5,600 do. oats; 24,400 do. corn; 8,665 bls. whisky; 47 do. ashes; 9,560 do. provisions, and 470 do. drugs.

BY THE RIVER RAILROAD.—250 pkgs. butter, and 930 sides leather.

NEW HAVEN RAILROAD.—42 pkgs. butter, and 56 do. cheese.